

TASK FORCE ON INFORMATION RECOMMENDATION

Question No. 92—**Mr. Mather:**

Has the government accepted the Task Force on Information recommendation regarding government advertising and, if not, is the government giving consideration to establishing a Crown corporation or agency for all government advertising?

Hon. Robert Stanbury (Minister without Portfolio): Cabinet has approved in principle the major Task Force Recommendation on agency selection procedures for government departments and agencies and is now considering the best means of implementing that recommendation.

MOTOR VEHICLE SAFETY REGULATIONS

Question No. 94—**Mr. Mather:**

On what date does the Minister of Transport, under Canada's Federal Motor Vehicle Safety Regulations, intend to announce standards regarding (a) front and rear bumper construction (b) rear window defrosting standards (c) trunk penetration, side-impact and door crash resistance standards (d) standards limiting the horse-power of vehicles made in or imported into Canada?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): In relation to (a), (b) and (c), research on these aspects of vehicle safety is currently being undertaken but, until such time as the results of these studies can be translated into safety standards, it is impossible to forecast the date on which they will be covered by the Motor Vehicle Safety Regulations.

With respect to vehicle horse-power, (d), the question of power/weight ratio for vehicles is under review.

In accordance with Section 9 of the Motor Vehicle Safety Act, all regulations will be published initially in Part I of the *Canada Gazette* as proposals so that manufacturers and other interested persons shall have a reasonable opportunity to make representations. In all cases, publication of the proposed regulations is the initial announcement of the Government's intention to issue and enforce standards.

INFORMATION CANADA

Question No. 95—**Mr. Mather:**

Have any private consultants undertaken any study for Information Canada and, if so, in each case (a) what is the nature of the study (b) was there a competitive tender for the contract (c) what is the name of the firm undertaking the study (d) what is the dollar expenditure of the contract (e) when is it anticipated that the study will be completed (f) is the study expected to be made public?

Hon. Robert Stanbury (Minister without Portfolio): 1. (a) citizens' advisory bureaus; (b) no; (c) Mrs. G. Stewart and Miss K. Starrs; (d) \$100 per person daily not to exceed \$5,000 each; (e) early next year; (f) yes.

2. (a) A study of federal department and agency logos; (b) yes; (c) Communication Arts Centre Inc., of Montreal; (d) \$24,000; (e) the study is complete; (f) yes.

3. (a) A survey of public opinion on design in relation to the federal identity program; (b) yes; (c) Contempor-

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ary Research Centre, 18 Grenville St., Toronto 189, Ontario. (d) \$1,250; (e) the study is complete; (f) yes.

SNOWMOBILES—SAFETY REGULATIONS

Question No. 112—**Mr. Skoberg:**

1. Were public tenders called by the Minister of Transport throughout Canada to conduct a detailed examination on snowmobiles from a safety point of view and, if not, for what reason?

2. If public tenders were called, how many bids were received and from whom?

3. What were the terms of reference given to the successful firm?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. As the work involved expert professional services normally provided at established rates, public tenders were not called. The contract was awarded to Hovey and Associates Limited, Ottawa, as this was the only independent firm known to the Department possessing the required expertise and facilities to undertake the required study in an acceptable time period.

2. Not applicable.

3. Terms of reference specified a two-phase program. Phase I required the purchase and detailed examination of vehicles to identify potentially hazardous features which must be rectified at the point of manufacture and to evaluate the engineering and economic impact on the industry of proposed safety regulations. Phase II of the program will entail rigid testing of vehicles under actual operating conditions to identify problems for which additional standards may be necessary.

HIGHWAY SAFETY

Question No. 113—**Mr. Skoberg:**

1. Were public tenders called by the Minister of Transport for an inventory of research in highway safety and the organization and conduct of a seminar to discuss safety research in Canada on future programmes that should be organized and, if not, for what reason?

2. If public tenders were called, in what way, and in what locations in Canada were they tendered?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. Public tenders were not called by the Department for executing the inventory of highway safety research as public tenders are not considered an acceptable means of engaging professionals to provide expert services. In this case, five engineering consulting firms, known to possess the capability to undertake this project, were invited to submit proposals. The successful firm was selected by a committee within the Department on the basis of the firm's appreciation of the problem, the proposed methods of investigation, time scheduling, costs, and experience of personnel in similar work.

2. Although public tenders were not called, proposals were received from firms located in Toronto, Montreal, Winnipeg and Fredericton.